



Regional Airport Planning Committee

June 11, 2008

TO: Regional Airport Planning Committee
FROM: Staff of the Regional Airport Planning Committee

SUBJECT: Presentations by Extra-Regional Airport Managers

The latest FAA studies evaluating airspace and runway capacity at airports around the country show that the Bay Area's airports will begin experiencing runway capacity problems in the next 10-15 years. RAPC's Phase 2 work scope will examine how some of this demand might be handled at other Bay Area airports as well as airports outside the region. In particular, Phase 2 will examine the potential for airports in the neighboring counties of Monterey, San Joaquin and Sacramento to play a larger role in meeting these needs.

Staff intends to use several RAPC meetings in Phase 2 to develop a better understanding of the capabilities of the airports in Monterey, San Joaquin and Sacramento counties. Airport managers from these counties will be invited to discuss the topics in Attachment A, which staff believes will add to the information provided by the airport managers for the region's general aviation airports and will be an important component of the Phase 2 work. As with the presentations provided by the general aviation airport managers, each airport will be asked to address the same questions.

The first airport that will present to RAPC is Monterey Peninsula Airport. The airport manager at Monterey Peninsula Airport, Thomas Greer, will provide an overview of the operations at the airport and answer the questions in Attachment A and fill in the information in Attachment B that are relevant to Monterey Peninsula Airport. After the presentation, Committee members are encouraged to ask questions.

Attachment A

Extra-Regional Airports

Airport Ownership

- Who owns and operates the airport?

Airline Service

- What type of airline service is provided—number of flights per day, international and/or domestic, cities served?
- In terms of new service, what were the key factors that led the airlines and community to initiate this service?
- Have there been any discussions in the past or more recently about initiating any new airline service? Which future markets appear to be the most viable for your airport?
- Does your airport send flights to SFO, OAK or SJC? If so, what are the load factors for those flights?
- Are current airport facilities adequate to accommodate more airline service? If not, what would be needed?
- What mechanisms are available to limit the number of flights?

Type of Services

What types of aviation activity currently take place at the airport?

- Significant training
- Significant itinerant
- Air taxi/charter
- Corporate
- Airline
- Public service (fire, police, medical, etc.)
- Major maintenance facility
- Other

Activity Trends

- What has been the trend in aircraft operations at the airport over the past 5-10 years?
- How many aircraft are currently based at the airport; how many of these are corporate aircraft?
- What are the key factors affecting trends in based aircraft and aircraft operations?
- What are the main reasons aircraft owners cite for basing their aircraft at the airport (e.g., distance from home/office, availability of hangar space, navigational aids, corporate facilities, etc.?)

Runways/Aircraft Parking Supply and Demand

- Is the airport operating at, under or over capacity with respect to runways and aircraft parking?

- What is the largest aircraft that your airport can accommodate? What is the longest flight distance that your airport can accommodate? Is your airport serving that market now?

All Weather Capability

- Existing capabilities / weather minima
- Desired future capabilities / weather minima

Airport Master Plan

- Does your airport have any current plans for accommodating additional demand?
- What improvements would be needed for your airport to take a larger share of regional demand?
- Would the community support having the airport accommodate a larger share of regional aviation traffic?
- What are the constraints to expansion (i.e., land use, fiscal, facility limitations, community impacts, environmental impacts)?

Land Use Compatibility

- Is the land around the airport controlled by the same jurisdiction that owns and operates the airport?
- What land use compatibility issues have arisen in the recent past?
- What land around the airport needs further protection to improve noise and/or safety compatibility?
- Does the airport have plans to acquire or otherwise protect this land?
- What new land use compatibility issues would arise if additional airline service is initiated at some point in the future?

Attachment B
Extra Regional Airport Information

Monterey Peninsula Airport (Monterey County)

- No. of Runways:
- Longest Runway:
- Types of Users:
- Approx. Based Aircraft:
- Approx Annual Operations: